

The China Mail.

Established February, 1845.

VOL. XLIII. No. 7536.

號二十十年七八百八千一英

HONGKONG, WEDNESDAY, OCTOBER 12, 1887.

日六月八年亥

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C.; GEORGE STURGE & CO., 30, Cornhill; GORDON & GOTCH, Ludgate Circus, E.C.; BATES HENDY & CO., 37, Wallbrook, E.C.; SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE.—AMBERT PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GOROK & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE APOTHECARY'S CO., Colombo.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore; C. HEINSZEN & CO., Manila.

CHINA.—MACAO, F. A. DE CRUZ, Silvestre, Funchal & Co., Shanghai;

LAME, CRAWFORD & CO., KELLY & W. A. YOKOHAMA; LANE, CRAWFORD & CO., and KELLY & CO.,

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 14th October, 1887, at 2 p.m., at the STAR HOTEL, No. 384, Queen's Road Central,—

THE WHOLE OF THE HOUSEHOLD FURNITURE, &c.,

comprising—

TABLES, CHAINS, SOFAS, PICTURES, CROCKERY and GLASSWARE, and BEDSTEADS.

ONE BILLIARD TABLE, with BALLS, &c., &c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, October 11, 1887. 1884

FOR SALE BY PUBLIC AUCTION.

THE FRAME HOUSE lately occupied by the EUROPEAN FOREMEN engaged in the Tunnel Works at Wong-nei-chung, and situated in the Wong-nei-chung Valley Road, a short distance above the Tunnel outlet.

THE HOUSE

is 62 feet long by 33 feet wide; WIDE VERANDAH, Wooden Sides and Frame Work Braced with Iron, Tile Roof and Brick Cut-Outs, and the whole of the MATERIALS which are in a good state of preservation will be Sold to the Highest Bidder by Public Auction, to be paid on the Spot.

At 4 p.m. on the 17th of October, 1887, subject to the following Conditions:

The whole of the Buildings, Cook-houses and Coolie Quarters are to be completely removed within one month from date of Auction.

Broken Bricks or Tiles may be levelled off site or placed in neat heaps as may be directed, if the Purchaser does not take them away.

No damage must be done to Trees around, and unnecessary injury to the Public Road will have to be made good by the Purchaser.

Cash on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, October 10, 1887. 1881

Intimations:

LOCAL BILLS DISCOUNTED, Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, September 20, 1887. 393

NOTICE

RULES OF THE HONGKONG SAVINGS' BANK

1.—The business of the above Bank will be conducted by Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 daily or \$10,000 weekly.

3.—Depositors in the Savings' Bank having \$100 or more of their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation, fixed deposit for 12 months at 4 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence is to the business of the Bank is marked On. Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, September 1, 1887. 754

NOTICES OF FIRMS.

NOTICE

M. R. RATANJI SORABJI TALATI will sign the Name of our Firm from this date.

E. N. MEHTA & CO.

Hongkong, October 1, 1887. 1919

NOTICE

THE PARTNERSHIP existing between

MR. KENNETH DOUGLAS ADAMS and

MR. JAMES LYON PLATFIRE SANDERSON, at

Foochow, Canton, Macao and London, under the style of BIRLEY & CO., EXPIRED

on 28th February last through effusion of time.

Referring to the above Notice, the BUSINESS at Foochow, is being carried on by

MR. JAMES LYON PLATFIRE SANDERSON, under the style of

SANDERSON & CO.

Foochow, September, 1887. 1888

NOTICE

G. O. S. M. I. T. H.,

WINE MERCHANT, SHANGHAI.

Agents: NORTON & CO.

MARINE HOUSE, QUEEN'S ROAD.

Hongkong, October 1, 1887. 1918

MRS. C. HEYMANS,

35, WELLINGTON STREET,

HONGKONG.

THE ONLY FRENCH DRESS-MAKER

IN HONGKONG.

DIPLOMAT IN PARIS IN 1884.

Hongkong, October 1, 1887. 1925

NOTICE

FOR the Convenience of Customers, the Productions of the CHINA SUGAR REFINING COMPANY, LIMITED, can henceforward be obtained by RETAIL, FOR CASH, at No. 3, PEAK STREET, at the same price as at the REFINERY; or Retailers will be delivered at addresses in town on applications forwarded their monthly Requirements, in writing direct to the Refinery at East Point.

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Foochow, September, 1887. 1888

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Hongkong, October 1, 1887. 1918

Business Notices.

LANE, CRAWFORD & CO.

Outfitting Department.

THE NEW AUTUMN AND WINTER STOCK, including—

ANGLO-INDIA GAUZE HOSIERY, AMERICAN CABIN TRUNKS,

BOOTS for Evening, Walking and Shooting, BRACES in Silk, Cotton, Elastic and Buckskin, BATTING SCARVES and JERSEYS, Bath GOWNS and WRAPPERS; BELTS.

COLLARS in New Shapes, Cricketing SHOES, BELTS and CAPS, Cardigan JACKETS and VESTS, Cholera BELTS, GRAVATS.

DRESSING GOWNS, Driving GLOVES, Dressing BAGS.

EVENING TIRES, SHOES, SHIRTS and SOCKS in the Latest Styles, Evening GLOVES, Elastic BELTS and BRACES.

FOLDING SCARVES, FISHING OUT SHIRTS, Foot-ball JERSEYS and CAPS, Fancy TIES in Newest Shapes and Colourings.

GARTERS, Gladstone BAGS, Gauze SHIRTS and HOSIERY, GLOVES.

HATS (New Winter Shapes); HATS in Felt Cloth, Pith and Straw; HANDKERCHIEFS, HALF-HOSE and HOSIERY of all Kinds.

HONGKONG, October 11, 1887. 1884

FOR SALE BY PUBLIC AUCTION.

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THE HOUSE is 62 feet long by 33 feet wide; WIDE

VERANDAH, Wooden Sides and Frame Work Braced with Iron, Tile Roof and Brick Cut-Outs, and the whole of the MATERIALS which are in a good state

of preservation will be Sold to the Highest Bidder by Public Auction, to be paid on the Spot.

At 4 p.m. on the 17th of October, 1887, subject to the following Conditions:

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Cash on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, October 10, 1887. 1881

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.

TIFFIN at 1 o'clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS, DINNER 75 CENTS.

Wines, Spirits and MALT LIQUORS of the VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

Intimations:

ST. JOHN'S LODGE OF HONGKONG, No. 618, S. C.

A Regular MEETING of the above LODGE will be held in the FREEMASON'S HALL, Zetland Street, THIS EVENING, the 12th Instant, at 8 for 6.30 p.m., precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, October 11, 1887. 1902

NOTICE

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A Regular MEETING of the above LODGE will be held in the FREEMASON'S HALL, Zetland Street, on MONDAY NEXT, the 17th Instant, at 8.30 for 9 p.m. VISITING BRETHREN are cordially INVITED.

Hongkong, October 11, 1887. 1903

NOTICE

HER MOST GRACIOUS MAJESTY'S JUBILEE.

IT having been decided to CELEBRATE HER MAJESTY'S JUBILEE on WEDNESDAY and THURSDAY, the 9th and 10th November, all MEMBERS of the COMMUNITY are invited to Co-operate with the JUBILEE COMMITTEE by ILLUMINATING their OFFICES and PRIVATE RESIDENCES.

By Order,

J. H. STEWART-LOCKHART,
Honorary Secretary,

Hongkong, September 15, 1887. 1796

NOTICE

W. POWELL & CO.

For Sale.

Prospectus.

To-day's Advertisements.

To-day's Advertisements.

FOR SALE.

JULIUS MUMM & Co.'s
CLANAGANNE,
Quarts..... \$20 per Case of 1 doz.
Pints..... \$21 " " 2 "
Dubois Frères & de Gouran & Co.'s
BORDEAUX CLARETS AND
WHITE WINES.
Baxtor's Celebrated 'Barley Beer'
WHISKY..... \$72 per Case of 1 doz.
GIBE, LIVINGSTON & Co.,
Hongkong, July 18, 1887. 1887

TRITON INSURANCE COMPANY LIMITED.

Incorporated in Calcutta under the Indian
Companies Act of 1882. Limiting the
Liability of Shareholders to the
Amount of their Shares.)

DATE OF FORMATION AS AN UNLIMITED
PARTNERSHIP, A.D. 1880.

NOMINAL CAPITAL..... Rs. 22,50,000.

FIRST ISSUE 18,000 Shares of Rs. 100.
Rs. 25 being paid-up, viz.—
Rs. 5 on Application, and Rs. 20 on
Allotment.

APPLICATION FOR SHARES will be received
in Calcutta and London, and at the Branch
Agencies of the Old Company.

Consulting Committee:

E. S. GUBBAY, Esq., Messrs. ELIAS

S. GUBBAY & Co.

J. E. D. EZRA, Esq., of Messrs. E. D. J.

EZRA & Co.

L. A. LYALL, Esq., of Messrs. LYALL,

MARSHALL & Co.

H. M. RUSTON-JEE, Esq.

Sir A. WILSON, of Messrs. JARDINE,

SKINNER & Co. (Chairman).

General Agents:

Messrs. JARDINE, SKINNER & Co.,

CALCUTTA.

PROSPECTUS can be seen, and Appli-

cation Form for Shares obtained at Messrs.

JARDINE, MATHESON & Co., Hongkong.

JARDINE, MATHESON & Co.,

Agents.

Hongkong, September 23, 1887. 1910

CLIQUE of ROOMS fronting the Tram-

S and Fodder's Street upon the Ground-

Floor of Building recently occupied by

Messrs. MILLERS & Co.

These Premises are well adapted for

OFFICES or STORES.

BISSEY VILLA, POOLFIELD.

Apply to

SHARP & Co., Agents.

Marine House.

Hongkong, August 1, 1887. 1443

TO LET.

(With Early Possession.)

THE DESIRABLE RESIDENCE

GREEN MOUNT, SITUATED ON THE BONHAI ROAD.

Apply to

GILMAN & Co.

Hongkong, March 17, 1887. 488

NOTICES to Consignees.

UNION-LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PEN-

ANG AND SINGAPORE.

THE STEAMSHIP POMPUS, Captain

JOHANNES, having arrived from the

above Ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading to the Undersigned, for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the

Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to be given before 4 p.m. To-day.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th Instant, or they will not be recognised.

RUSSELL & Co., Agents.

Hongkong, October 10, 1887. 1976

GLEN LINE OF STEAM PACKETS

FROM LONDON, PENANG AND

SINGAPORE.

THE Steamship Glenfield, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m. To-day, the 10th Instant.

Cargo remaining undelivered after the 17th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, October 10, 1887. 1974

FROM HAMBURG, PENANG AND

SINGAPORE.

THE Steamship Nida, Captain PFAFF,

having arrived from the above Ports.

Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before

Noon To-morrow, the 11th Instant.

Any Cargo impeding the discharge will be landed into the Godowns of the KOWLOON WHARF AND GODOWN CO. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th Inst., at 10 a.m.

No Fire Insurance has been effected.

SIEMENS & Co., Agents.

Hongkong, October 10, 1887. 1978

UNION-LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND

SINGAPORE.

THE Steamship Metropole, Captain

PURVIS, having arrived from the

above Ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the

Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th Instant, or they will not be recognised.

RUSSELL & Co., Agents.

Hongkong, October 10, 1887. 1975

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

Alice Rose, Hawaiian brig, Captain J.

Phillips.—Widger & Co.

CLAN MACKENZIE, British ship, Capt. G.

R. Harris.—Order.

ISAAC REED, American ship, Capt. J. D.

Walde.—Siemens & Co.

Agents.

Hongkong, October 10, 1887. 1975

Equalisation of Dividend Fund.

Depreciation and Insurance Fund.

At debit.

At credit.

At debit.

The Firebrand returned to-day without having discovered any trace of the *Wasp*. She searched carefully round the Paracel Islands and went East as far as Maclesfield Bank, but without result. The *Leander*, which left the other day, has a commission to search along all the route, between here and Singapore.

H.M.S. *Audacious*, flagship of Admiral Hamilton, and H.M.S. *Wanderer*, arrived at Shanghai from Chefoo on the 7th inst., the former remaining at Wusung, the latter coming up to the settlement. Admiral Hamilton has gone up to Taku in the *Astoria*, and is to go on to Tientsin on the 12th.

The N.C. *Daily News* says:—According to a telegram received from Shanghai, the *Bayer's* mail which left Hongkong on the 24th August was delivered in London on the 3rd instant. The French mail which left here on the same day only passed the Canal on the 3rd. The French boat, the *Volage*, however, is an old vessel, and was not expected to make a fair run.

The N.C. *Daily News* says:—H.M.S. *Merlin* left Shanghai on the 30th September and was picked up by the *Leander* on the 2nd instant and towed to Chefoo at the rate of thirteen knots an hour, a rate of progression never before attained by the *Merlin*, and a speed she will never again attain, unless towed by as swift and powerful a ship as the *Leander*. The *Merlin* left Chefoo on the 3rd and proceeded for two hours at full power trial, and she did in that time 10½ miles. On the 6th at 4.30 a.m. the fire had to be drawn owing to the boiler commanding to leak. The engines then went slow, propelling the vessel at the rate of two and a half knots an hour. She arrived at Shanghai on the afternoon of the 6th.

FROM Vladivostock it is reported that a Korean was lately murdered in the place. On the day following the Police arrested on suspicion a number of people who were living in the vicinity of the house where the murder was committed. The men were kept confined in a place temporarily used as a prison. During the following night, however, the wife of the murdered Korean succeeded in making her way into the house in which the suspected men were imprisoned, and surprising them while asleep, she succeeded in killing by means of a dagger knife, six of the prisoners, wounding two others mortally. The cries of the latter wakened the guard, seemingly asleep, and they arrested the murderers, who, according to latest advices, was awaiting trial.

INSTRUMENTS at the chief hotels for public use. In starting with as many as twenty-five circuits the idea entertained was that many of them could be leased outright to private firms or corporations. This has been done to a certain extent, and other wires are jointly rented by a number of firms. Several smaller towns upon the road have recently been placed upon the circuit. The success of the Company has been sufficiently marked to induce them to extend their operations. Thirteen circuits are already at work to New Haven, and lines are in progress from New York to Boston, Albany, Washington, and several smaller towns—*Electrician*.

MILITARY Experiments with the Search Light.—Some important and interesting experiments were recently made at Lydd Camp. Captain Hawkins, R.E., demonstrated the usefulness of a new and ingenious method of working electric search lights. The object was to work the search lights under the fire of the rifles and Gardner guns of an enemy. The engine and apparatus which worked the light were placed under a case-mate about 20 yards from where the light was actually seen. The light was so arranged as to be un-covered, and to throw the rays on to a reflector on the top of a parapet by means of which the country all round was secured under a shower of bullets fired at the reflector. The reflecting disc had a diameter of 20 inches, and it was found that, although it was struck by bullets several times, the damage to the reflector was practically diminished by the area of bullet-hole. The reflector was worked by four temporary guy-ropes, placed at equal distances around its surface, two to give depression or elevation, and the other two for lateral direction; the whole of these movements, of course, being worked from the casemate. The difficulty in shooting at this bright light was found to be very great indeed, and aim can only be taken through a dark space of oil paper placed over the reflector. Ten marksmen of the East Surrey Regiment, under Lieutenant Birch, and a Gardner gun in charge of Lieutenant Engle, were brought to bear upon this light. Several hundred rounds were fired at a range of 1,000 yards, and a single bullet hit at 600 yards. It was found after two hours sharp firing that the reflector had been struck fifteen times without being seriously damaged. The light was shot off at intervals of about a minute only. At a former experiment it was found that under similar conditions the reflector was only struck four times, and by the Gardner gun only. *Electrician*.

THE GREAT AMERICAN CONCESSIONS.

SIXTH.—THE BUBBLE BURST.

We believe that a telegram has been received here from a most reliable source stating that the Tsung-li Yamen have cancelled the contracts made with the Viceroy, Li Hung Chang by Count Melkiowski, on behalf of an American syndicate. The Viceroy appears to have been dazzled by the promises of the Polish Count, who tossed about millions with an easy jaunting air; but the Tsung-li Yamen, who no doubt obtained details as to the antecedents of the Count and the character of the men who were backing him, have seen fit to oppose this on the occasion the wishes of the powerful Viceroy. Complaints have been numerous recently of the facility with which Viceroy Li has allowed interested speculators to twist him about their fingers, and this decision of the Tsung-li Yamen will doubtless be a check on him. We notice that a correspondent of the *Shanghai Mercury*, writing on the 20th ultime says:—The Yamen at Peking is very favourably inclined towards the arrangements come to by H. E. Li Hung-chang and the Philadelphia Syndicate. This now is on a par with the many misleading articles that have been written on the subject by some of our Northern contemporaries. The truth, we suppose, is that at the time the correspondent wrote nothing whatever was known about the decision the Yamen was to give, and that the correspondent gave simply his opinion as to what would likely be the result.

Mr. William Houghton said—I was formerly Captain of the *Gedion* and am now without a ship. On the 29th September at 7.45 p.m., I was in the saloon having dinner. The command of the ship was handed over at six o'clock to Captain Thom. There were two guests at the table. All at once I heard a noise on deck. I went out of the saloon door and heard the deceased making a noise and saw him kneeling on the after-hatch. I spoke to him and asked him why he was making so much noise. I said this was not a place to make such a noise and I would not have it. He answered me back he did not care a G—d—, he was going on shore. I then asked the second officer who he was, as I had not seen the man before. The second officer said he was a man who was working his passage to Kobe and had begun his game very early. I told him to get up and go on shore as the ship was expected to leave every minute. He would not get up, so I helped him up. Considering all the circumstances connected with this great financial speculation, we must congratulate the Tsung-li Yamen on the decision they have come to. China will not be ruined in a day by American stock-jobbers of the Jay Gould type. The work must be slowly and surely done, and there are a great many things of more immediate importance than international banks and telephones. If such a Convention as was said to have been concluded by the adventurous Count had been carried through, the result would have been to deliver over China to these speculators as completely as Egypt was left to the tender mercies of the bond-holders. Unassuming though it may be, we feel pretty sure that more benefit will be done to China by the Medical College that the signal is given, the discharge takes place, death being instantaneous. M. Jablonski, has invented a more comfortable plan, his notion being to place this condemned man in an easy chair with his hands on the arms of the faucet, and his feet touching the zinc platform. A stop is pressed, the electric current seizes the man by the two elbows and by his feet, and in half a second all is over. A third system has been devised by another electrician which differs in no material way from the first mentioned; and certain American legislators are, it appears, carefully examining the three with the object of deciding in favour of that which will ensure the quickest and most painless death.

Electric Review.

EXECUTION BY ELECTRICITY.—An electrician of New York at present a visitor in the French capital recommends to the attention of sensitive Frenchmen three systems for putting condemned criminals to death, which are, he says, being studied in his own country, and one of which, he believes, will shortly be selected for carrying out the death sentence. The first consists of a copper bandage placed round the criminal's head in such a manner that a magnetic pulse passes closely over the base of the neck. The "patient" stands on a large zinc platform, his hands being tied behind his back. A second pole is attached to this species of platform, and at the right moment the signal is given, the discharge takes place, death being instantaneous. M. Jablonski, has invented a more comfortable plan, his notion being to place this condemned man in an easy chair with his hands on the arms of the faucet, and his feet touching the zinc platform. A stop is pressed, the electric current seizes the man by the two elbows and by his feet, and in half a second all is over. A third system has been devised by another electrician which differs in no material way from the first mentioned; and certain American legislators are, it appears, carefully examining the three with the object of deciding in favour of that which will ensure the quickest and most painless death.

THE SERIOUS CHARGE AGAINST A SHIP-CAPTAIN.

STATEMENT BY THE ACCUSED AND THE SECOND OFFICER.

The inquest into the death of the Japanese sailor, who, it was alleged, was pushed overboard the S. S. *Gedion*, by Mr. William Houghton, late master of the S. S. *Gedion*, was continued to-day.

Mr. Hamilton Gardner said—I was the second officer on board the S. S. *Gedion*, but was discharged, as I had to remain and give evidence in this case. I remember the 26th September. About 7.30 p.m. I was walking on the deck near the after-hatch talking to the new chief officer; I heard the deceased call for a sampan in a loud and coarse voice. I called to him a push he fell inside the gangway and I helped him on to the grating. He was then standing on the grating having hold of the rope. He was able to get down to the bottom without assistance although he staggered. I did not push him down the ladder. The greater part of the crew were drunk that night. We were to go away as soon as the papers came on deck. I heard the man previously calling for a sampan, and I thought the one near the gangway was the one he was going with.

The quarter master and other witnesses who previously gave evidence were then examined.

The jury returned a verdict of manslaughter against the Captain.

INSTRUMENTS at the chief hotels for public use. In starting with as many as twenty-five circuits the idea entertained was that the ship was to be leased outright to private firms or corporations. This has been done to a certain extent, and other wires are jointly rented by a number of firms. Several smaller towns upon the road have recently been placed upon the circuit. The success of the Company has been sufficiently marked to induce them to extend their operations. Thirteen circuits are already at work to New Haven, and lines are in progress from New York to Boston, Albany, Washington, and several smaller towns—*Electrician*.

INSTRUMENTS at the chief hotels for public use.

Mails.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FINANCIERS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA; PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON TUESDAY, the 18th October, at noon, the Company's Steamship *SAGHALLÉN*, Commandant HOMERY, with 500 PASSENGERS, SPECIE, and CARGO, will leave this Port, for the above places.

Cargo and Specie will be registered for London as well as for Marselles, and accepted in transit through Marselles, for the principal places of Europe.

Shipping Orders will be granted until noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 17th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 30, 1887. 1912

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*, 3,631 Tons Register, MARSHAL Commander, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on THURSDAY, the 20th October, at 3 p.m.

To be followed by S.S. *BATAVIA*, on the 13th November.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the Pacific Coast SHIPMENT COMPANY.

Through Passage Tickets granted to England, France, and Germany by all transatlantic Steamers.

First-class Fares granted as follows:

To Vancouver \$100.00

To Victoria and San Francisco 175.00

To all common points in Canada 200.00

and in the United States 300.00

To Liverpool 305.00

To London 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 19th October.

All Parcels must be sent to our Office, and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, October 8, 1887. 1970

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM-PORT SINGAPORE, COLOMBO, ADEN, SUEZ PORT SAUD, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIK PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 31st day of October, 1887, at 4 p.m., the Company's Steamship *SACHSEN*, Captain JÄGER, with 500 PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 30th Instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

The Steamer has splendid Accommodation, and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, October 1, 1887. 1927

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH MORNING STAR.

Runs Daily in a Ferry Box between Pedder's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 15th APRIL, 1887.

WEEK DAYS SUNDAYS.

Lessons, Classes, etc. H.H. Lessons, 7.00 A.M. 6.00 A.M. 6.00 A.M. 7.00 A.M.

6.30 " 8.30 " 7.30 " 8.00 "

8.30 " 9.00 " 9.00 " 10.15 "

8.40 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 " 11.00 " NOON

12.45 P.M. 1.00 " 12.30 P.M. 1.15 P.M.

1.30 " 2.00 " 1.30 " 2.00 "

2.30 " 3.00 " 2.30 " 3.30 "

3.30 " 4.00 " 3.30 " 4.00 "

4.30 " 5.30 " 4.15 " 5.30 "

4.50 " 5.10 " 4.50 " 5.10 "

5.20 " 5.45 " 5.25 " 5.40 "

6.05 " 6.15 " 5.55 " 6.15 "

6.45 " 7.00 " 6.45 " 7.00 "

7.15 " 7.30 " 7.15 " 7.30 "

* There will be no Launch on Monday and Friday, on account of cooling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, the notice will be given of any stoppage.

Mails.

Occidental & Oriental Steamship Company.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

The Steamship *BELGIC* will be despatched for San Francisco, via Yokohama and Honolulu on THURSDAY, the 20th Instant, at 3 p.m.

The connection made at Yokohama, by Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 6 p.m. the day previous to sailing.

First-class Fares granted as follows:

To San Francisco \$200.00

To San Francisco and return, available for 6 months } 350.00

To Liverpool 333.00

To London 333.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full fare, re-

embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50a, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, October 3, 1887. 1983

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-

atlantic Steamers.

First-class Fares granted as follows:

To San Francisco \$200.00

To San Francisco and return, available for 6 months } 350.00

To Liverpool 333.00

To London 333.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50a, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, October 11, 1887. 1985

INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO.

Hongkong, July 15, 1887. 1340

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL & THEORETICAL AND POPULAR ASPECTS.

BY ERNEST J. ELLIOT, PH.D., TURIN.

THIRD EDITION, REVISED WITH ADDITIONS.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

TENTH YEAR.

NOTES AND QUERIES ON CHINA AND JAPAN.

NOTES AND QUERIES ON